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[23]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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Telegraphic Address: PRESS
Codes: A.E.O. 5th Ed. Index.
P. O. Box, 84. Telephone No. 12.**BIRTH.**

On May 1st, at Shanghai, to Mr. and Mrs. G. DINGWALL MAIN, a son.

MARRIAGES.

On April 27th, at Shanghai, CYRIL HENNESSY BELL, to ANNIE, youngest daughter of JOHN PROCTOR, Esq., Crosby, I.O.M.

On April 27th, at Shanghai, AGEE EINER PETER ANDRESEN to BESSIE RICHARDS.

On April 26th, at Shanghai, ARTHUR GRIFFITH ROBERTS to MADELINE MARY RYLAND.

DEATH.

On May 1st, at Shanghai, EDITH MARY, beloved wife of Mr. A. H. ERICKSEN, aged 33 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, MAY 7TH, 1912.

PRESIDENT YUAN's Mandates show the same tendency to sententious and platitudinous counsels on the private affairs of the people that were so often a marked feature of the Imperial Edicts. Save for the change of name, his recent Mandates on Mixed Marriages, Foot-binding, and Encouragement of Agriculture do not differ in any material respect from former Imperial Edicts on these same subjects, and are quite as paternal in their tone. The President's remarks on these subjects—or, at least, on the first two of them—do less than justice to the efforts made by the Manchu Emperors to introduce reforms. His language on the subject of foot-binding, which he describes as "a national custom" and which

that this, like the staved forehead, was another instance of alien tyranny, instead of being a practice never countenanced by the Manchus, and one against which different Emperors (notably the great K'ANG-HSI) have exerted their utmost influence. The origin of the custom is wrapped in obscurity: the credit of its introduction is usually ascribed to one YAO NIANG, a famous Imperial concubine of the 10th century A.D., but it should be mentioned that a book written in the 12th century describes ladies living in the year 192 A.D. as "lily-footed." Again, FAHAR OMBORIC, who travelled in China at the end of the 18th century, and visited places as far apart as Canton and Hangchow, found the compression of the feet of women a universal practice at that time. At all events, the custom seems to have undoubtedly sprung from some whim of fashion as irrational as such freaks usually are; it was, perhaps, in the beginning as unintelligible as the hobble skirt. The only wonder is that a chance fashion should have so persisted for centuries, and hardened itself into a national trait. So wedded, indeed, did the Chinese become to the fashion that it was only by promising to allow its continuance that the Manchus were able to gain the Imperial Throne. In 1643 the great Chinese leader, Wu SAN-KUO, laid down as one of the conditions precedent to his serving the Regent DURGAN "that Chinese women should not adopt the Manchu dress nor cease to compress their feet," and after this was promised Wu threw in his lot with the Manchus, and so they were successful in capturing Peking, whereupon followed the establishment of the Ta-ching dynasty. But the Manchus constantly did all in their power to persuade the people to a discontinuance of the practice. Reams of hortatory proclamations have been written, discriminating between small-footed and large-footed women; but we doubt whether all this, combined with the fact that the Empresses themselves had unbound feet, ever had any appreciable influence, for the simple reason that the large-footed girls would never stand the same chance in the marriage market. While giving all credit to the self-sacrificing efforts of some workers notably Mrs. ARCHIBALD LITTLE, we doubt whether foreign and missionary influence have succeeded in bringing about any great change.

Writing to a friend in London, Dr. Sun Yat Sen says:—"The dethronement of the Manchus does not mean the complete salvation of China. We have an enormous amount of work ahead of us, and it must be accomplished in order that she may be ranked as a Great Power among the family of nations."

According to an official report the development of the protectorate of Kiao-chow has made considerable advance in the twelve months ending October, 1911, in spite of the outbreak of plague in Northern China and of the political revolution. The value of the import of million marks, whilst the value of Chinese goods imported amounted to 17 million marks. The value of exports increased from 59 to 65 million marks.

Major C. W. Davy, Royal Engineers, has been selected for service in South China, and will embark early next trooping season for Hongkong. Major Davy joined the Royal Engineers in July, 1887, and reached his present rank in 1906. Major Davy was employed on the Central South African railways from 1903 to 1904, and he was subsequently an instructor and Chief Instructor at the School of Military Engineering. With the Engineers he served in the operations in Orange River Colony and Cape Colony, 1902 (Queen's medal with four clasps).

Father Jose Algue, Director of the Weather Bureau at Manila and a world authority on the typhoons of the Orient, has been asked by the United States Government to make a study of the hurricanes of the Atlantic Ocean. He left Manila by the *Kleist* last week on a four months' journey. Father Algue will go first to Spain. There he will take a rest, but a portion of his time in the land of his birth will be given up to study. From Spain he will go to London, further to pursue his study of the Atlantic hurricane. Thence he will go to Cuba, where the observatory at Havana has data on hurricanes extending back 50 years. From Havana, he will go to Washington, where he will make the final report on his studies.

The remains of the late Mr. Sidney Spooner, who died at Home in February, were interred in the Bubbling Well Road Cemetery, Shanghai, last week. The N.C. Daily News says the late Mr. Spooner came out to China in 1884 for Messrs. Adamson, Bell & Co., as a straw-hair expert, he having previously been with the firm which Messrs. Adamson, Bell & Co. represented—Messrs. Gregory & Sons, London. On the liquidation of Messrs. Adamson, Bell & Co. in 1891 he joined Messrs. Jardine, Matheson & Co., and was with that firm until the time of his death. In April last year, he went Home for his health, but he gradually became worse and died in London, where his wife was at the time, in February. Mr. Spooner left a widow, an aged mother, and a brother at home. The funeral was largely attended, the partners of Messrs. Jardine, Matheson & Co. in Shanghai and others representing that firm. The principal mourners were the

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SHIPPING NOTES.

The Osaka Shosen Kaisha has opened a regular steamship service between Dairen and Formosa.

The German maritime court has found that the *Ocean* collision was the fault of the *Ocean*, which contravened the rules of the road.

The Singapore steamer *Seang Bee*, which sustained serious injury to her bows recently in a collision with the *Angora* at the entrance to the Rangoon river, is being overhauled in the Cosmopolitan Dock, Hongkong.

The Straits Homeward Conference has increased by eighteen pence per scale ton the freight tariff from Penang and Singapore to transhipment ports from the first of May, in order to compensate for the increases in local freight transhipment charges. No change is contemplated where direct ports are concerned.

It is learned that the Ninghsia Steamship Co. has in contemplation the construction of a new steamer for their line. At present they have two steamers running from Shanghai to Ningpo, but the intention is to remove from this run the *Yang-hsin* and to transfer her as a freight steamer, trading to other ports. Her place will be taken by the new steamer when constructed. Specifications have been obtained for the vessel, and it is understood that her length is contemplated at about 300 feet.

Messrs. Barclay, Curle & Co., Limited, of Whiteinch, Glasgow, have contracted to build a new motor vessel for the North Atlantic service of the East Asiatic Company, which will be 480 ft. long over all, have a gross register tonnage of about 8,000, speed 16 knots, and accommodation for 400 first and second-class and 1,600 third-class passengers. The engines will consist of Burmeister system oil engines, each of 3,000 horse-power, and will probably be constructed by the Burmeister and Wain (Diesel System) Oil Engine Company, Limited.

On March 21st there was launched at Belfast a new Holt Line steamer named *Demodocus*. The steamer has been built for her owners' trade to the Far East, and is 460 ft. in length, with a gross tonnage of 6,800. State-rooms for saloon passengers are arranged on the boat deck, with accommodation for Chinese pilgrims in the 'tween decks. The cargo space is divided into six holds, and the decks being supported on fore and aft girders these holds are unobstructed by pillars, and are capable of receiving cargo consignments of large dimensions, such as locomotives, motor cars, and general machinery. The propelling machinery consists of a set of triple-expansion engines, complete with auxiliaries and supplied with steam from two double-ended multibular boilers, with an auxiliary boiler for the deck machinery.

Herr Ballin, the head of the Hamburg-American Line, contributes an article to a Berlin newspaper on the possible effects of the opening of the Panama Canal. Naturally he does not outline the programme of his own company in connection with the new waterway. Indeed, in noting that certain British and German companies declare that they have investigated the traffic possibilities, and have considered the question of the establishment of new lines through the canal, he finds their action comparable in many cases with that of a man who lays his umbrella on a chair. They merely want, he suggests, to assure a place for themselves. Herr Ballin quotes figures to show that, while the canal will bring Hamburg sensibly nearer the West Coast of South America, the Suez route will still be much the shorter to the Far East. On the other hand, the canal will substantially reduce the distance from New York to the West Coast, Australia, and the Far East.

The largest vessel yet constructed in Shanghai, and for that matter in China, says the *N.C. Daily News*, was launched at Kiangnan Dock last Thursday. The *Kiang-Wah*, as the vessel is named, has been built to the order of the China Merchants' Steam Navigation Co., by the Kiangnan Dock and Engineering Co., and without exaggeration it may be said that the launching ceremony was at once a tribute to the shipbuilding of the port as well as to the commercial enterprise of China. With a tonnage of about 4,000, the *Kiang-Wah* has the following dimensions—Length over all, 340 ft.; length between perpendiculars, 330 ft.; breadth moulded, 47 ft.; breadth extreme over guards, 58 ft.; depth moulded to main deck, 14 ft. 6 in.; height of upper to passenger deck, 7 ft. 6 in.; height of passenger to shade deck, 7 ft. 6 in. She has been designed for service on the Yangtze by the technical staff of the Dock, to specifications supplied by Capt. W. H. Lunt, Marine Superintendent, and Mr. Gavin Wallace, Engineer Superintendent of the China Merchants' Co. She is designed to carry a very large cargo as well as foreign and Chinese passengers on a mean draft of twelve feet.

The O.S.K. steamer *Tachina Maru* has been detained in quarantine at Nagasaki for ten days, and her departure from Yokohama for Seattle was postponed from May 1st to May 14th.

A collision took place at 3 a.m. last Thursday between the Indo-China steamer *Loongwo* and the N.K.K. str. *Tachang-maru*, Captain Imajo, in the vicinity of the Kiangyin passenger station above the forts in the river at Shanghai. The *Tachang-maru* received some damage on the starboard side about amidships. The two vessels as soon as they got clear of each other anchored to ascertain what damage had been done, and finding that it was not as serious as at first expected, both vessels proceeded on to Shanghai, the *Loongwo* arriving about two hours before the *Tachang-maru*. No one was injured when the vessels collided. Both vessels will undergo repairs before leaving again for up river.

The *Azaki* reports that the demand of the stokers on the T.K.K.S. *Shinyo Maru* for increased wages was settled by the Company agreeing to pay Y3 a month extra for the present voyage, as against the men's demand for a permanent increase of Y5. This increase is also extended to the deck hands. The *Azaki* learns that the original demands of the stokers were as follows:

1.—The whole of their pay should be paid to their families, instead of half the amount, as at present.

2.—The overtime system in vogue on European and American steamers should be adopted.

3.—A distinction should be made between stokers and sailors.

It is reported that some of the seamen

are demanding holidays on Sundays in addition to the adoption of the overtime system.

Memorials have been addressed to shipowners by a number of Kobe sailors and firemen asking for an increase of wages, and there are rumours that the men are prepared to strike if their demands are not granted.

The Seamen's Association has funds amounting to 20,000 yen, and two N.Y.K. men—one a stoker on the *Myōyaku Maru* and the other a stoker on another of the company's ships—have been urging their fellows to prepare to stop work, and are said to have already got a following of about 2,000 men. The police are closely watching the course of events.

It is believed that there will be further trouble among the crews of the N.Y.K., for the seamen are not likely to remain passive in view of the success achieved by the stokers in their demands.—*Japan Chronicle*.

THE RICE TRADE.

RUOMOED PHOMITION OF EXPORT FROM SIAM.

A telegram dated London, the 19th ult. and received by a Bangkok rice firm, is says the *Bangkok Times*, to the following effect:

"It is rumoured here (London) that both the Saigon and Siamese Governments have decided to prohibit the export of rice from the 31st May next."

The High Commissioner's Conference called to consider the measures to be taken in the different Monthons regarding the shortage of the crop held a lengthy sitting, under the presidency of the Minister of Interior, on the 22nd ult. but the benevolent of His Royal Highness postpones the making of the decisions of the Conference public.

Export of rice has not been stopped, we believe, since 1888, and it would be the last resort here. It has been generally supposed here that what would happen would be the prohibition of export from all districts where there is a shortage. Last year some of the Monthons bought rice at the market rate and sold to the people at cost price.

Monthon Prachin plan proved very successful. The Government lost about three hundred ticals over the transaction, but many families who were unable to buy in large quantities purchased from the official supply. The deficit of 300 ticals was speedily raised by subscription.

A SENSATIONAL ARREST.

Under this heading the *N.C. Daily News* of the 1st inst. has the following—News has reached Shanghai that an arrest of a sensational nature and of considerable interest locally has been made in Hongkong. The person who has been taken into custody is a Mrs. Marion Monteith, whose arrest, it is understood, was made upon a warrant issued by H. M. Supreme Court here.

The allegation contained in the warrant is stated to be that she obtained the sum of £30 by means of false pretences, these pretences consisting of the issuing of a worthless cheque. A detective has been despatched to Hongkong in connection with the case, and it is expected that extradition proceedings will shortly be started there.

It is understood that Mrs. Monteith is well-known in society in China.

The masked fancy dress ball which was the feature of the past winter in Paris promises to continue during the coming summer season. Several striking balls are projected. First and foremost in the great Directoire ball, organised on the lines of the Shakespeare Coronation ball in London on behalf of the military air fund. The Comtesse de Châtelaubriand is giving a Thousand and One Night ball, which promises to be extremely brilliant. It is reported that a princess well known in Paris society intends to make her entrance riding on a real elephant and escorted by a train of coal-black negroes wearing turbans and gaudy robes. The young Duchesse de Clermont Tonnerre is planning a Venetian ball. The ballroom will represent a miniature Venice with canals, along which the guests will be rowed in gondolas, while the picturesque costumes of medieval Venice will be prescribed for all those present.

THE REPUBLIC IN CHINA.

THE ADVISORY COUNCIL.

PRESIDENT YUAN'S INAUGURAL SPEECH.

PEKING, April 29th,

The streets were lined with thousands of soldiers and police and an enormous crowd, chiefly of foreign-dressed Chinese, and many foreigners, not, however, including the Foreign Ministers. Seventy-one Councillors and members of the Cabinet attended. The House was decorated with Republican flags. The Tientsin Viceroy's band was in attendance. President Yuan Shih-kai arrived at ten o'clock and was enthusiastically greeted. His speech was disjointed, for, he said, on assuming his responsibilities, he could not say anything novel and he would therefore merely express some commonplace, practical principles. The new Government must be able to maintain internal order and achieve progress, and to retain external friendships which were necessary to China's existence. He adhered to the policy of progression. He was not a Conservative, but he could not be persuaded against the policy which he had maintained for ten years. He would try on practical lines to develop the country, but they must remember that a firm foundation was necessary for a safe house.

FINANCE.

The most important matter now was finance. China's income last year was Tls. 280,000,000, yet there was a deficit. Now on account of bad trade and decreased taxes China was unable to pay her foreign loans. Also, because new expenses were arising, foreign capital was essential.

The Government was now drafting principles of financial reform. Every year the amortization of foreign loans absorbed Tls. 50,000,000 of the Customs, likin and the usual securities. The Boxer indemnity was secured on the Customs and salt gabelle. He was now negotiating with the Powers for an increase of the Customs, the abolition of likin and reduction of export taxes.

The income from the Maritime and native taxes amounted to Tls. 44,000,000. The above reform would increase it to sixty millions, which would be sufficient to pay the above foreign indebtedness. He hoped that the railway and other loans would pay themselves, otherwise the salt gabelle would bear the expense.

In addition, there were provincial loans totalling ten millions; also of the Boxer indemnity twelve millions were due, unpaid last spring. These would be paid from the forthcoming big loan, for which he would fix a schedule of expenditure.

Meanwhile, short treasury bonds would be used which the big loan would redeem. He recommended an improved salt gabelle, thereby increasing the returns by fifty millions from this source. He advocated other reforms and mentioned but did not include, a uniform standard of weights and measures.

LAND AND INDUSTRY.

President Yuan also recommended improvement of the land regulations in order to lighten the burden of the people, proper surveys of land, a new scale of taxation and reform of the currency into a unified system under a small number of financial experts. China demanded the employment of talented foreigners.

He suggested that foreign financiers

should be employed at the Ministry of Finance in order to ensure a proper budget and correct accounting.

With the establishment of the Republic, industrial development was of the first importance. Therefore Ministries of Forestry and Industries and Commerce would be established. These would encourage and subsidize the respective industries, and undertake the education of students. China was an agricultural country. Thus the people should recognize and give proper attention to the matter. The mining laws should be reformed and commercial laws adopted.

The troops, continued the President, were at present unnecessarily numerous and expensive. The Government had instructed the Ministries of Finance and War to make the necessary provision for the religious liberty of the people and had guaranteed equal footing for all. He deplored the difference of customs, preventing unification; the lack of public spirit, the lack of moral training among the soldiers and want of communications, making for local prejudices.

FOREIGN FRIENDSHIP.

In recent years the Powers had adopted a peaceful and just attitude and had shown a desire to assist China in exemplifying modern civilization. This called for gratitude from China. The Chinese people should understand this and treat foreigners with friendship and candour. All created concluded heretofores would be implicitly observed, and international engagements speedily met.

The people should be joyful in the establishment of a Republic after thousands of years of despotism. The Premier and secretaries were talented men whom he trusted. He hoped the people would trust them frankly and support them heartily.

Mr. Ling, President of the Council, replied suitably. The meeting ended in the open air, when a photograph was taken of the President, members of the Cabinet and Councillors.

The speech is considered to be an able statement and a most important declaration of future policy.—*N.C. Daily News*.

It is proposed to construct a bridge across the Yangtze at Hanyang. Foreign civil engineers have been entrusted with the work of preparing plans.

On Saturday last, an A.B. named Thomas Barry, one of the crew of H.M.S. *Defence*, was entering one of the ship's boats when he was struck on the head by a davit block. The blow rendered him unconscious, and he fell into the water. All efforts to effect a rescue proved fruitless.

WONDERFUL LONDON.

THE JEWS' HOUSE OF JUDGMENT.

Five minutes' walk from the Petticoat Lane end of Aldgate, in a mean street between the Whitechapel and the Commercial-roads, is one of the most remarkable buildings of London's institutions. A building of unadorned red brick without a simple, but artistic, decoration within—this is the Beth Din (House of Judgment), the Arbitration Court of the Ghetto and the Ecclesiastic Tribunal of the Jews of the British Empire.

There is no Chief Rabbi at present;

pending the appointment of the new spiritual head of Anglo-Jewry the functions of the office are carried out by the Beth Din.

The responsibilities of the three judges, who bear the title of Dayanim, are great; their functions wonderfully varied and their services free to all who ask for them. The duties of the court range from the settlement of some minute matter of domestic ritual for a woman, who, contrary to the Mosiac ordinance, has inadvertently mixed her "meat" and "milk" dishes, through the routine of authorising marriages, certifying candidates for the ministry, and examining the licensed animal slaughterers to the settlement of the many disputes that agitate the Children of Israel in their personal and communal relationship.

A COURT OF CONSCIENCE.

The Beth Din is a Court of Conscience for matters to use a Hebrew designation—arising between "man and his comrade" and "man and his Maker."

It is in its capacity as a Civil Court

that it serves its highest purpose to the State. It relieves the country and police courts of the country, but more particularly of the East End of London, of innumerable causes which would prove irritating to the non-Jewish mind. The Beth Din is an unofficial adjunct to the English courts of justice.

Since the present head of the Beth Din, the Rev. Dr. Hyamson, has brought his vast legal knowledge to the assistance of the court, its decisions have gained the highest respect of the authorities; but if you were to ask the learned Dayan whether this is due to a judicious admixture of English and Hebrew law, he will answer, "No, our law is the law of common sense."

The success of the Beth Din is amazing when it is remembered that, save in matters affecting officials of communal organisations, there is no compulsion behind it. It has no power to enforce a decision. It relies solely on moral suasion in bringing disputants before it and in the carrying out of its decrees.

The procedure is simple in the extreme. A litigant appears and states his complaint; and notice is issued inviting the attendance of the other party. As a general rule the invitation is accepted, for the Beth Din, with its unbroken continuity from the historic past, is held in profound respect, and even reverence.

The parties state their case. They may employ counsel, if they choose, but legal representation is not encouraged, the administration of justice is free of cost as possible. Except where the dispute is a matter of important general interest, the public are not admitted. The aim is to secure privacy, and witnesses are only heard, if deemed necessary, after plaintiff and defendant have set forward their pleas.

THE DAYANIM.

Skull-capped, the three Dayanim sit on the bench. In the centre is Dr. Hyamson, deeply learned in the law of the land, in the legal code of ancient Rome, and in the ordinances of the Talmud; left of him is the Rev. A. Feldman, a younger man, possessed of a fact rare even among men of greater age and experience; and to the right of him is Rabbi Chaikin, who would instantly appeal to an artist as the ideal of what a sage should be—dignified, handsome, with flowing silvery beard and white hair crowning noble brow.

A motley crowd files in from the waiting-room; the applicants take their stand in a dock-like structure drawn close up to the bench.

The first is a young man who requires a marriage authorisation. No wedding can be solemnised in a synagogue in the United Kingdom without the sanction of the Chief Rabbi. This routine duty is usually performed through the ministers, but many East Enders make their applications direct to the Beth Din. They have to answer certain queries; it is essential, for instance, that the law of the country with regard to the prohibited degrees of relationship should not be violated. Applicants have to bring witnesses to vouch for their answers.

A child enters and silently hands over five shillings and a book, in which the amount is entered. A few moments later a woman, sad-eyed, her face half-hidden by a shawl, shambles in and receives the money. She is an unhappy wife living apart from her husband; the Beth Din is seeing to it that her maintenance is being paid.

SOME APPLICANTS.

With a bright face, indicating his joy, a man steps up with a request for a certificate to satisfy a Rabbi in a foreign land that his son, who desires to marry, is not already bound. He evidently thinks that such documents are ready to be handed over for the more asking.

"Yes, with pleasure," says the tribunal, "but you must bring before us responsible persons to guarantee the fact—what about the ministers of your synagogue?"

The man looks glum. "I don't belong to a shool (synagogue)," he answers ruefully. The tribunal looks pained. "Somebody must know you and your son," it says. "Bring any two persons who are members of a synagogue." The man shuffles out, regretting that he has begrimed the few pence weekly that would have made him a responsible member of the community of Israel.

And so they pass, a polyglot crowd. But no matter what the language they speak, the bench is equal to the demands made upon it. Surely no court in the

country is so cosmopolitan. Yiddish and English are the chief tongues, but Hebrew, German, French, Russian, Polish are understood too, and should occasion demand it, Oriental languages are not beyond the learning of the Dayanim.

Now—and again an applicant is a "schnepper" is the Yiddish term, and the word connotes all that can be summed up in reproach of the unprincipled mendicant. But for all there is advice and direction to the proper agencies—for some the poor-box of the court. Occasionally a deeper note is struck—a proselyte demands admission to the faith, a rare occurrence; or a Rabbinical divorce is sought—divorce which is only given after the English court has dissolved the marriage.

THE INSPECTION OF THE KNIVES.

Sometimes a knotty point will necessitate the consultation of some ancient tome. A marvellous law is that compiled by the ancient Rabbis and arranged by the codifiers. The interminable disquisitions of the Talmud, so puzzling to the unscientific student, are records of discussions in which every conceivable situation was brought up and relentlessly threshed out. They are human documents of inestimable value to the tribunal, and at these moments of consultation the scholars of the Beth Din take the greatest delight in their labours. Above all things a Dayan must be a scholar—and to earn that title

NOTICE.

Communications respecting Advertisements
Subscriptions, Printing, Binding, &c., should
be addressed DAIRY PRESS only, and
special business matter THE MANAGER.
Advertisements and Subscriptions which
are not ordered for a fixed period will be
continued until countermanded.

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

G. R.
ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the Supply of
Carpenters, Caulkers, Plasters, Plumbers,
Painters, Scrapers, Shoemakers or Leather-
workers to H.M. NAVAL YARD.
Forms of Tender can be obtained at the
CHIEF CONSTRUCTOR'S OFFICE, H.M. NAVAL
YARD, Hongkong, and should be filled in and
returned as indicated in Tender Form not later
than NOON SATURDAY, 18th May, 1912.

E. R. BATE,
Chief Constructor.

TO LET.
COMFORTABLE FLATS, Furnished or
Unfurnished, with Two Bathrooms and
Kitchen attached. Electric fittings.
Apply to—

H. RUTTENBERG,
Royal George Hotel,
Hongkong, 7th May, 1912. [675]

G. R.
GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and
MEXICAN DOLLARS, current in this
Colony, in exchange for Sterling Bills drawn at
10 days' sight on the LORDS COMMISSIONERS
of His MAJESTY'S TREASURY, London, will
be received by the TREASURY CHEST
OFFICER, ARMY PAY DEPARTMENT,
until 11 A.M. TO-MORROW (WEDNES-
DAY), the 8th May, 1912.

The Tenders to state the total amount (in
Pounds sterling) and the amount for which each
Bill should be drawn, but no Bills will be
issued for less than £100.

The Tenders to be in duplicate, and in sealed
covers, addressed to the TREASURY CHEST
OFFICER, ARMY PAY DEPARTMENT,
and endorsed "TENDERS FOR GOVERN-
MENT BILLS."

The right to accept or reject any or all of the
Tenders is reserved.

Copies of Forms of Tender can be had on
application.

H. D. STACPOLE, Lt.-Col., A.P.D.,
Treasury Chest Officer.
Hongkong, 6th May, 1912. [676]

WHANGPOO CONSERVANCY BOARD.

NOTIFICATION No. 35.

TENDERS are hereby invited for the
DREDGING, TRANSPORTING and
DEPOSING of Four Million Cubic Yards
(large-measure) more or less in the lower
Whangpoo River.

Printed Copies of the Contract, Specifications
and Maps of the work, as well as printed forms
for Tendering may be obtained at the BOARD'S
OFFICE, 6, Kiukian Road.

The above-mentioned forms must be used for
all Tenders, and no Tender will be considered
that does not contain satisfactory answers to
each of the 22 questions enumerated in these
forms regarding the Plant, Personnel, etc., to
be employed for the work.

Tenders, marked "DREDGING CONTRACT"
and addressed to the WHANGPOO CONSERVANCY
BOARD, should be delivered at the Board's Office
before Noon, May 31st, after which no Tenders
under any circumstances will be received.

The Board does not bind itself to accept the
lowest or any Tender.

WHANGPOO CONSERVANCY BOARD,
Shanghai, 1st May, 1912. [678]

THE HONGKONG WEEKLY PRESS &
CHINA OVERLAND TRADE REPORT
is now ready and contains:—

Far Eastern News.

Leading Articles.

Things Japanese.

The Situation in China.

Republican China.

Confucianism.

Substitutes for Coal.

The China-Indian Opium Agreement.

Last Year's Trade in Japan.

Random Reflections.

Hongkong News.

The Magistracy.

Supreme Court.

Hongkong Legislative Council.

The Farewell Concert to Mrs. Gordon.

Changes at Macao.

Welcome to the Chief Justice.

The Peak Church, Hongkong.

Queen's College.

Opening of the New Dogs' Home.

The Incorporated Law Society of Hong-

kong.

Excitement in Shanghai Native City.

The Shanghai Volunteers.

Compani, Report.

Hongkong and Whampoa Dock Co., Ltd.

The Hongkong Cotton Spinning Co.

Hongkong Electric Co., Ltd.

Chinese Industrial Enterprises at Nanking.

Fishing Boats Capsized by a Squall.

Affairs in Kwangtung.

H. E. the Governor of Macao.

The New Territory.

Local Benefit Performance.

Bangkok-Europe Line.

Local Sport.

New Steel Motor Boat Work at Bailey's

Yard.

Canton News.

Poking and the Princes.

The British Far Eastern Squadron.

May Day in Macao.

The United States and the Philippines.

The Typhoon Refuge.

San Yat-Sen's Prayer.

The New Government of China.

The Proposed Increase of Freight Rates.

The Puchow Tea Season.

The Late Dr. C. P. Freer of Manila.

Naval Notes.

A Chinese Roman Cathedral Priest.

Honoured.

Shipping Notes.

Dutch East Indies Squadron.

"A Carnival of Burglary" at Manila.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to
addresses sent; including postage, 34 cents each.

31 Cash for three copies.

Subscription: \$12 per annum, payable in
advance; postage \$2.

Hongkong, 7th May, 1912. [776]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO.
undertake every description of lighter work, including transhipments in the Harbour,
delivery to any water frontage in the Colony, and conveyance to Canton and West River
ports. Small quantities handled and specially low rates quoted for large quantities.

THE HONGKONG DAILY PRESS, TUESDAY, MAY 7TH, 1912.

THE HONGKONG DAILY PRESS, TUESDAY

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,000
RESERVE FUND ... 365,000

HEAD OFFICE—
40, Threadneedle Street,
LONDON, E.C.

BRANCHES—
Bombay.
Calcutta.
Howrah.
Madras.
Kashmir.
Rangoon.
Colombo.
Kandy.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & CO., LTD.

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BANK OF ENGLAND.
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Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents, Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager,

Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCHE
HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (£1,250,000)
Paid up Capital FL 12,401,050 (£1,033,421)
Reserve Fund FL 3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DRACOON BANK,
SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent per annum on Daily balance and accepts Fixed Deposits at the following rates:

12 months 4% per annum.
6 do. 3% do.
3 do. 3% do.

G. WOLDRINGH, Manager,
No. 8, Des Vaux Road Central,
Hongkong, 15th August, 1909. [22]

THE
YOKOHAMA SPECIE BANK
LIMITED.

AUTHORISED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:

Antung-Haien Liao-Yang Ruyou (For Arthur)
Calcutta London San Francisco
Changchun Lyons Shanghai
Dairen (Daly) Nagasaki Tieling
Fangtien (Mukden) Newchwang Tiantan
Hankow New York Tokyo
Honolulu Osaka
Kobe Pekin

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,
Manager,

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... £15,000,000
RESERVE FUNDS—
STERLING £1,500,000 at 2/—=£15,000,000
SILVER ... £16,750,000

RESERVE LIABILITY OF PROP TO £15,000,000

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MANAGER:
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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent per annum.
For 6 months, 3½ per cent per annum.
For 12 months, 4 per cent per annum.

N. J. STABB,
Chief Manager.

Hongkong, 21st February, 1912. [19]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY ... £1,200,000

FOREIGN EXCHANGE and General
Banking business transacted.

CURRENT ACCOUNTS opened and
FIXED DEPOSITS received for 1 year or
shorter periods at rates which will be quoted
on application.

W.M. DICKSON,
Manager.

Hongkong, 12th April, 1912. [133]

INTIMATION

SOLIGNUM.

Made in several shades of Brown, Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and possesses antiseptic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

SOLIGNUM IS DEATH TO THE WHITE ANT.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with "Solignum."

Sole Agents for Hongkong, Canton and South China:

SIEMSSSEN & CO.,

(MACHINERY DEPT.),

HONGKONG AND CANTON.

47

WEATHER REPORT

On the 6th at Noon.—The northern depression has travelled to the N. of Hokkaido. The depression which formed over the Gulf of Petchili yesterday now lies to the N.W. of Korea.

Pressure has further decreased, slightly to moderately, along the China coast and over the Loochoos and Luson.

A tongue of relatively high pressure stretches from Amoy to the Bonins.

Light or variable winds may be expected along the S.E. coast and moderate S.E. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.36 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

• Hongkong & Neighbourhood

Forness Channel ... N.E. winds, moderate.

South coast of China between E. winds, moderate.

Hongkong and Lamock ... N.E. winds, moderate.

South coast of China between S. winds, moderate.

Hongkong and Hainan ... N.E. winds, moderate.

S.E. winds, moderate; cloudy, squally some rain.

• S.E. winds, moderate; cloudy, squally

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.),
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.
FOR MANILA,
FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.).
LUCERIC ... 15th May
OCEANO 15th June
OCEANO 27th June

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEBELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 780, KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAUTITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. DUNERIC ... 3,000 tons ... End of May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

25th May.

10th June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicure under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS Tons Starting 1912

		TUESDAY, 14th May, at 1 P.M.	TUESDAY, 21st May, at 1 P.M.	TUESDAY, 11th June, at 1 P.M.	TUESDAY, 18th June, at 1 P.M.	TUESDAY, 2nd July, at 1 P.M.	TUESDAY, 9th July, at 1 P.M.	TUESDAY, 16th July, at 1 P.M.	TUESDAY, 30th July, at 1 P.M.
NILE	11,000								
MONGOLIA	27,000								
PERSIA	9,000								
KOREA	18,000								
SIBERIA	18,000								
CHINA	10,200								
MANCHESTER	27,000								
NILE	11,000								
INTERMEDIATE STEAMERS									

LET US PLAN AN ITINERARY FOR YOU.

WING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.
TELEPHONE NO. 141.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4,000	M. C. Smith	Manila, Mangarin, Illois and Cebu	On 10th May, 4 P.M.
RUBI	4,000	S. A. Crosby	Manila, Mangarin, Illois and Cebu	On 20th May, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMEY & Co., General Managers, PHILIPPINES S.S. CO. [13]

AUSTRIAN S. LLOYD.

(Under Mail Contract with the Austrian Government,
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZU AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave above on 19th May, 1912, 6 P.M.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.

TO SHANGHAI.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about

10th May.

S.S. "E. FRANZ FERDINAND," 12,300 tons, will leave for TRIESTE, TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZU,

PORT SAID, on 1st June.

These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice, £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Princes Building. [155]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLE, LONDON and ANTWERP, VIA SINGAPORE, PENANG COLOMBO, SUZU AND PORT SAID	HITACHI MARU	7,000	WED'DAY, 8th May, at Daylight.
MIYASAKI MARU	9,000	WED'DAY, 22nd May, at Daylight.	
SADO MARU	7,000	TUESDAY, 7th May, at Noon.	
INABA MARU	7,000	TUESDAY, 21st May, at 4 P.M.	
YAWATA MARU	6,000	FRIDAY, 10th May, at Noon.	
NIKKO MARU	6,000	FRIDAY, 7th June, at Noon.	
HAKATA MARU	7,000	MONDAY, 13th May.	
IYO MARU	7,000	THURSDAY, 9th May.	
NIKKO MARU	6,000	WED'DAY, 9th May.	
BOMBAY MARU	7,000	WED'DAY, 8th May.	
SHANGHAI and KOBE			

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. + Cargo only.

+ Calling at Keeling.

FOR CONSIGNEES



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, croquet, baseball, dances and free newspaper containing World's happenings by wireless.

THE T.K.K. Liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA"

Captain Artell, having arrived, Consignees of

Cargo are hereby informed that their Goods are

being landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Co., Ltd., whence delivery may be obtained

against Bills of Lading countersigned by the

Undersigned.

Optional Cargo will be carried on unless notice

to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be

examined on the 6th May, at 9.30 A.M.

No Fire Insurance will be effected by us in

any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Tatti" from Norrkoping.

Ex s.s. "Kong Sigwed" from Christiania.

Ex s.s. "Jelo" from Christiania.

Ex s.s. "Trelleborg" from Abu.

HAMBURG-AMERIKA LINIE,

SHIPPING

ARRIVALS.

BAVIER, German str., 5,034, H. Bremer, 6th May—Singapore 30th April, General—Hamburg-Amerika Line.
CHINHUA, British str., 1,350, W. Benson, 6th May—Shanghai 2nd May, General—Butterfield & Swire.
CHINSHING, British str., 1,100, Mooney, 6th May—Tientsin 27th April, General—Jardine, Matheson & Co.
ERNEST SIMONS, French str., 2,600, Girard, 6th May—Marseilles 7th April, General—Messageries Maritimes.
FUKU MARU, Japanese str., 1,916, S. Kumawaki, 6th May—Moto 30th April, Coal—Mitsubishi Bishi Goshi Kaisha.
GLENSES, British str., 2,375, E. E. Williams, 6th May—London 16th March, General—Shewan, Tomes & Co.
GLENALLOCH, British str., 1,434, V. van Egdom, 6th May—Singapore 30th April, General—Chinese.
HANSANG, British str., 1,356, S. Wilde, 6th May—Swatow 5th May, General—Jardine, Matheson & Co.
HANOI, French str., 1,200, G. Bouthier, 6th May—Pakhoi, 4th May, General—A. R. Marti.
HITOJI MARU, Japanese str., 4,103, Y. Yamawaki, 6th May—Shanghai 3rd May, General—Nippon Yusen Kaisha.
HOPE, British str., 6th May—Canton.
KWANSE, British str., 6th May—Canton.
NIKKO MARU, Japanese str., 3,439, M. Yagi, 6th May—Manila 4th May, General—Nippon Yusen Kaisha.
SENICA, British str., 3,171, W. Grimes, 6th May—Singapore 20th April, Kerosene Oil—Standard Oil & Co.
SINGAR, British str., 1,047, F. Jamieson, 6th May—Hongay 2nd May, Coal—Butterfield & Swire.
SUISANG, British str., 1,776, M. Picknell, 1st May—Calcutta 22nd April, General—Jardine, Matheson & Co.
UIV, Norwegian str., 895, J. Pedersen, 6th May—Manila 2nd May, Ballast—Aagaard, Thoresen & Co.
VILLE DE LA CIOTAT, French str., 3,568, Charbonnel, 6th May—Yokohama 7th May, General—Messageries Maritimes.
WATSHING, British str., 1,424, S. J. Payne, 6th May—Hongay 4th May, Coal—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
BAYERN, German str., for Shanghai.
CHIPSHING, British str., for Canton.
CHUNSAK, British str., for Hongay.
ERNEST SIMON, French str., for Shanghai.
GLENALLOCH, British str., for Amoy.
HANSANG, British str., for Canton.
SACHSEN, German str., for Singapore.
TOKOMI MARU, Japanese str., for S'pore.

DEPARTURES.

CHINHUA, British str., for Canton.
DEFENCE, British cruiser, for Mir Bay.
MONMOUTH, British cruiser, for Shanghai.
KWANTUNG, Chinese str., for Canton.
VILLE DE LA CIOTAT, French str., for S'pore.

PASSENGERS.

ARRIVED.
Per Hungsing, from Swatow, Messrs. W. Brewster, C. Hodgson and R. Kennedy.
Per Hainan, from Pakhoi, Mr. and Mrs. Barrowfeather.
Per Chinhuia, from Shanghai, Miss Marville, Messrs. Breen, Nicholl and Nagel.

Per Chipshing, from Tientsin, Mr. Fenwick.
Per Hitachi Maru, from Japan, etc., Mr. Geo. Simpson, Mr. and Mrs. Darby, Mr. and Mrs. F. L. Bowley, Mr. and Mrs. W. Bright, Mr. H. Nitze, Mr. E. Wittgenstein, Mr. W. Muller, Mr. J. W. Salmon, Mr. W. Shanks and Mr. S. Koike.

Per Ernest Simons, from Europe, etc., Rev. Pére Boulanger, Rev. Mr. Persring, Mr. Osterroth, Mr. Bathge-Dunker, Miss Mosamer, Miss Herring, Mr. Fisher, Smith, Mr. Chapman, Mr. Ufenast, Mr. Warfton, Voochee, Mr. and Mrs. de Mass (1), Mr. Kakukoji and Mrs. Carkeet.

Per Nihon Maru, for Hongkong, from Australia, Rev. J. Shiel, Rev. D. Foley, Mr. C. Bourdic, Mr. and Mrs. G. McKay, Mr. and Mrs. H. Schalte, Mr. F. J. Higham, Mr. C. Ayton, Mr. W. Holckiss, Mr. J. Brown, Mr. G. Tanquio, Mr. A. Lemoine, Dr. A. Bonthius, Mr. J. M. Sevitzer, Mrs. J. Spalding, Mr. T. Tongue, Mr. C. Hollingsworth, Mr. Donghy, Mr. G. B. Rea, Mrs. E. Wright, Mr. F. Kohmura and Mrs. Cumines and infant.

Per Ville de la Ciotat, from Japan, etc., Mr. Paynter, Mr. Pissal, Mr. Ogawa, Kajuna, Mr. Kishishima-Anuma, Sokokawa-Asuna, Mr. Satohama-Sakimino, Mr. Sakaguchi-Tsuhishi, Mr. Kunuma-Sato, Mr. Yushiyama-Nishita, Mr. Kadogawa-Yanamura, Mr. Yasawa-Sakamoto-Komatsu, Mr. Von Bohuciewicz, Miss Orme, Mr. H. F. Dent, Mr. F. Bibiero, Mr. G. A. David, Mr. Hans Rasch, Mrs. Blanche, Mrs. Sophie, Mr. Manlik.

DEPARTED.

Per Bohemia, for Shanghai, H.I.H. Princess Hoheholo, Baroness Staenglin, Dr. and Mrs. Keen, Mr. and Mrs. Sander, Count Orcacti, Mr. and Mrs. Jones, Mrs. C. Lawder, Lt. J. Hawky, Mr. Geo. E. Loring, Mr. J. M. Mohier and Miss B. Wells.

Per Minnesota, for Seattle, etc., Mr. and Mrs. E. E. Voilett, Mrs. Kittie C. Smithers, Mrs. E. Dickerson, Mr. N. G. Bailey, Mr. and Mrs. Pelouze, Mrs. K. H. Long, Mrs. Grace S. Ayer, Mrs. G. H. Ball, Mrs. E. O. Sharples, Miss E. C. Green, Miss A. G. Scott, Miss E. L. Burns, Dr. and Mrs. David Young, Miss Nellie M. Webster, Mrs. Clara R. Shatto and maid, Miss Garrow, Mrs. John W. Graham and infant, Capt. and Mrs. Macleodson, Mr. Lee Stewart, Mr. B. R. Still, Mr. V. A. Ruth, Mr. W. D. Yancey, Mr. John S. Ford, Mr. H. E. Price, Mr. and Mrs. L. V. Finster, Mrs. H. Beaumont, Mrs. I. Beck, Mrs. Maria Linda de Camp, Mrs. A. M. Hastings, Major and Mrs. Hartigan, Mr. Fabian R. Miller, Mr. A. L. Williams.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section:

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VEHICLE'S NAME.	FLAG & BIG.	ROUTE.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED.
LONDON	"VIA USUAL PORTS OF CALL"	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & CO.	To-morrow.
LONDON	VIA ANTWERP VIA SINGAPORE, ETC.	Brit. str.	—	A. I. Valentini	P. & O. S. N. CO.	On 11th inst., at Noon.
LONDON	BOTTERDAK & ANTWERP	Brit. str.	—	C. R. Longden R.N.E.	P. & O. S. N. CO.	About 15th inst.
LONDON	ANTWERP	Brit. str.	—	G. C. Cundy	JARDINE, MATHESON & CO., LTD.	On 19th inst.
FLINTSHIRE	—	Brit. str.	—	Jas. McGillivray	SHEWAN, TOMES & CO.	About 31st inst.
CLARENDON	—	Brit. str.	—	Luening	HAMBURG-AMERICA LINE	On 27th inst.
ARCADIA	—	Ger. str.	—	Solmer	HAMBURG-AMERICA LINE	On 12th inst.
—	—	Ger. str.	—	Knispel	HAMBURG-AMERICA LINE	On 7th June.
HITACHI MARU	—	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	On 8th inst., at D'light.
SITHONIA	—	Ger. str.	—	Kotate	HAMBURG-AMERICA LINE	On 30th inst.
PRINZ LUDWIG	—	Ger. str.	—	F. v. Binsz	MELCHERS & CO.	On 15th inst., at Noon.
SADO MARY	—	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	To-day, at Noon.
SMALLER MARU	—	Jap. str.	—	—	—	On 16th inst., at 1 P.M.
MEXICO MARU	—	Jap. str.	—	—	—	On 28th inst., at 1 P.M.
BOHEMIA	—	Aus. str.	—	—	—	On 19th inst., at 6 P.M.
E. F. FERDINAND	—	Aus. str.	—	—	—	On 1st June.
MATOPPO	—	Aus. str.	—	Dormand	THE BANK LINE, LTD.	About 15th inst.
MUNCASTER CAPTAIN	—	Brit. str.	—	—	DODWELL & CO., LTD.	About 25th inst.
EMPEROR OF JAPAN	—	2 B.	—	—	CANADIAN PACIFIC R. CO.	On 11th inst., at 5 P.M.
MONTENAOL	—	2 B.	—	W. Davison	THE BANK LINE, LIMITED	On 1st June, at 6 P.M.
OCEANO	—	Brit. str.	—	—	—	On 27th June.
CHIYO MARU	—	Jap. str.	—	W. W. Greene	TOYO KISEN KAISHA	To-day, at Noon.
NILE	—	Am. str.	—	—	PACIFIC MAIL SS. CO.	On 14th inst., at 1 P.M.
MONGOLIA	—	Am. str.	—	—	PACIFIC MAIL SS. CO.	On 1st June.
GUTHRIE	—	Brit. str.	—	L. Klugkist	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
COBLENTZ	—	Brit. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 18th inst., at 9 A.M.
TAIWAN	—	Brit. str.	—	—	—	On 16th inst., at 4 P.M.
EASTERN	—	Brit. str.	—	—	—	On 23rd inst.
FAZILKA	—	Aus. str.	—	—	—	To-morrow, at Daylight.
PERIA	—	Jap. str.	—	—	—	About 30th inst.
UYO MARU	—	Brit. str.	—	—	—	On 9th inst.
ADMIRALTY AFAR	—	Brit. str.	—	D. Leuz	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
PRINZ SIGISMUND	—	Jap. str.	—	M. Yagi	TOYO KISEN KAISHA	About 28th inst.
HONGKONG MARU	—	Jap. str.	—	—	—	To-morrow, at Noon.
TIJAPAN	—	Brit. str.	—	—	—	On 7th June, at Noon.
CHIASHING	—	Brit. str.	—	J. B. Damme	JAYA-CHINA-JAPAN LINE	Quick despatch.
KWANGSE	—	Brit. str.	—	E. Mooney	JARDINE, MATHESON & CO., LTD.	On 9th inst., at Noon.
BONHAY MARU	—	Jap. str.	—	P. Cole	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
DELWARE	—	Brit. str.	—	T. Noguchi	NIPPON YUSEN KAISHA	To-morrow.
SYRIA	—	Brit. str.	—	H. A. Sharpe	DAVID SASOON & CO., LTD.	On 14th inst., at D'light.
CHINHUA	—	Brit. str.	—	E. A. Peters	P. & O. S. N. CO.	On 9th inst., at 4 P.M.
DRINHUA	—	Brit. str.	—	W. E. Hickey	BUTTERFIELD & SWIRE	About 9th inst.
SHANGHAI	—	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 11th inst., at M'night.
SHANGHAI	—	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & CO., LTD.	On 12th inst., at D'light.
GOEBEN	—	Brit. str.	—	A. Ahlborn	ARTHUR NILSON & CO., LTD.	About 16th inst.
FOOKSANG	—	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 19th inst., at D'light.
CEYLON	—	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 20th inst.
ALEBIA	—	Brit. str.	—	—	—	On 24th inst.
MONTMOUTHSHIRE	—	Brit. str.	—	H. Koops	JAYA-CHINA-JAPAN LINE	Alert 1st June.
TIKHINI	—	Brit. str.	—	—	OSAKA SHOSEN KAISHA	Quick despatch.
KAIJO MARU	—	Jap. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at Noon.
SOSHU MARU	—	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 15th inst., at 10 A.M.
DAIWAN	—	Brit. str.	—	—	OSAKA SHOSEN KAISHA	On 12th inst., at Noon.
SYRIA	—	Brit. str.	—	J. W. Evans	DOUGLAS LA PRAIRIE & CO.	To-day, at 11 A.M.
CHINHUA	—	Brit. str.	—	A. H. Stewart	DOUGLAS LA PRAIRIE & CO.	On 10th inst., at 11 A.M.
DRINHUA	—	Brit. str.	—	W. C. Passmore	DOUGLAS LA PRAIRIE & CO.	On 14th inst., at 4 P.M.
SHANGHAI	—	Brit. str.	—	J. S. Roach	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI	—	Brit. str.	—	A. W. Underbridge	SHEWAN, TOMES & CO.	On 11th inst., at 2 P.M.
GOEBEN	—	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & CO., LTD.	On 14th inst., at 4 P.M.
FOOKSANG	—	Brit. str.	—	Leek	BUTTERFIELD & SWIRE	On 15th inst.
CEYLON	—	Brit. str.	—	Sidford	THE BANK LINE, LIMITED	On 18th inst., at 2 P.M.
YUENSANG	—	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	On 20th inst., at 4 P.M.
EUBI	—	Brit. str.	—	S. A. Crosby	SHEWAN, TOMES & CO.	Quick despatch.
TIJMANOEK	—	Jap. str.	—	Les Rooy	JAYA-CHINA-JAPAN LINE	On 13th inst., at Noon.
HAKATA MARU	—	Jap. str.	—	V. Nomura	OSAKA SHOSEN KAISHA	On 15th inst., at 10 A.M.
POLYCHERA	—	Ital. str.	—	—	OSAKA SHOSEN KAISHA	On 12th inst., at Noon.
HOPSANG	—	Brit. str.	—	J. M. Hay	DOUGLAS LA PRAIRIE & CO.	To-morrow, at Noon.
GREGORY APOL	—	Brit. str.	—	J. E. Drake	DOUGLAS LA PRAIRIE & CO.	On 10th inst., at 1 P.M.
FULTALA	—	Brit. str.	—	H. Chidley	TOYO KISEN KAISHA	On 18th inst.
CEYLON MAR	—	Jap. str.	—	Tosava	NIPPON YUSEN KAISHA	Middle of May.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	NOTES
SHANGHAI, MOJI, KOBE (SYRIA AND YOKOHAMA)	Capt. R. A. Peters	Daylight, 9th May.	Freight and Passage.
SHANGHAI	DEVANHA (Capt. W. R. Hickey)	About 9th May.	Freight and Passage.
LONDON VIA USUAL PORTS (ORIENTAL ON CALL)	Capt. A. L. Valentini	Noon, 11th May.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PE	PALAWAN (Capt. C. E. Longden, R.N.)	About 15th May.	Freight and Passage.
NANG, COLOMBO, PORT SAID AND MARSEILLES			

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, ILOILO and CEBU	"TEAN"	On 7th May, 4 P.M.
CHIEFOO & NEWCHWANG	"KWANGSE"	On 8th May, 4 P.M.
HAIPHONG	"SINGAN"	On 9th May, 11 A.M.
SHANGHAI	"CHINHUA"	On 9th May, 4 P.M.
SHANGHAI	"ANHUI"	On 11th May, M'night.
MANILA, CEBU and ILOILO	"KAIFONG"	On 14th May, 4 P.M.
MANILA, ZAMBOANGA, THIEN DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEIJING, SYDNEY AND MELBOURNE	"TAIYUAN"	On 18th May, 4 P.M.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUI"		

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

FOR	STEAMERS	TO SAIL
MANILA, (uncertain) THURSDAY	"GUTHRIE"	On 11th May, 4 P.M.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BEIJING		
SYDNEY and MELBOURNE		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo looked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fan fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passenger must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

Hongkong, 3rd May, 1912.

BUTTERFIELD & SWIRE.
AGENTS [REDACTED]

TELEPHONE 36

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Green	TUESDAY, 7th May, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

T. S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU on TUESDAY, the 7th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

TUESDAY, 7th MAY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."

10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

WEDNESDAY, 8th MAY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 12th MAY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leave Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same day at 3.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, ROBE AND MOJI ... "CEYLON" ... 9,000 ... On 20th May.

For Freight and Further Particulars, apply to ARTHUR NILSSON & CO., YORK BUILDINGS, Top Floor.

40]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLE AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS LEAVE HONGKONG CONNECTING STEAMERS FROM COLOMBO TO MARSEILLE & LONDON (Brindisi 2 days earlier) 1 day later)

Steamer Tons Noon, SATURDAY Steamer Tons SATURDAY FRIDAY

ORIENTAL ... 5284 May 11 MALWA 11000 June 8 June 14

DEVANHA ... 8000 May 25 CHINA 8000 June 22 June 23

DELTA 8000 June 8 MACEDONIA 10500 July 6 July 12

ARCADIA ... 7000 June 22 MOREA 11000 July 20 July 25

ASSAYE 7500 July 6 MARMORA 10000 Aug. 4 Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £7.10 SINGLE. £10.14 RETURN.

2nd SALOON £3.88 £7.22

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRUNKSHIPPE) STEAMERS WILL LEAVE FOR

LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS LEAVE HONGKONG

TEPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:

\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 3rd May, 1912.

COMMERCIAL

CLOSING QUOTATIONS.

	May 6th.
ON LONDON—	
Telegraphic Transfer	1/113
Bank Bills, on demand	1/113
Bank Bills, at 30 days' sight	1/113
Bank Bills, at 4 months' sight	2/-
Credits, at 4 months' sight	2/-
Documentary Bills, 4 months' sight	2/-
ON PARIS—	
Bank Bills, on demand	250
Credits, at 4 months' sight	255
ON GERMANY—	203
ON NEW YORK—	
Bank Bills, on demand	483
Credits, at 60 days' sight	493
ON BOMBAY—	
Telegraphic Transfer	1473
Bank, on demand	148
ON CALCUTTA—	
Telegraphic Transfer	1473
Bank, on demand	148
ON SHANGHAI—	
Bank, at sight	72
Private, 30 days' sight	73
ON YOKOHAMA—	
On demand	97
ON MANILA—	
On demand—Peso	34
ON SINGAPORE—	
On demand	34
ON BATAVIA—	
On demand	119
ON HAIPHONG—	
On demand	14/-
ON SAIGON—	
On demand	1
ON BANGKOK—	
On demand	76
SOVEREIGN, Bank's Buying Rate	\$10.05
GOLD DOLLAR, 100 fine, per tael	\$52.20
BAR SILVER, per oz.	27.15

	per cent
Chinese	20 cents pieces
Chinese	37.68 discount
Chinese	10
Chinese	18.07
Hongkong	20
Hongkong	57.52
Hongkong	10
Hongkong	57.94

	MAILS VIA SIBERIA
London Date	Due Shanghai

April 20th. May 7th.

OPIUM.

May 2nd

	Quotations are—
Malwa No.7	\$3,325/3,350 per picul.
Malwa Old	\$3,360/3,375 "
Malwa Older	\$3,400/3,410 "
Malwa V. Old	\$3,425/3,450 "
Persian fine quality	\$1,600 "
Persian extra fine	\$2,800 "
Patna New	\$3,700/3,800 per obheet.
Patna Old	\$3,550/3,700 "
Banaras New	\$3,800 "
Banaras Old	\$3,500 "

TO-NIGHT

	9 P.M.—The Great Raymond at the New Royal.
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POETRICKING EVENTS.	
Wednesday, 8th May—R. G. Knowles at the Theatre Royal, 9.15 P.M.	
Monday, 13th May—Second Annual General Meeting of Anglo-Java Estates, Ltd., at No. 10, Canton Rd., Shanghai, 4 P.M.	
Tuesday, 14th May—Twenty-third Annual Meeting of Club Hotel, Ltd., Yokohama, 5.30 P.M.	
Wednesday, 15th May—Extraordinary General Meeting of the Hongkong and Whampoa Dock Co., Ltd., Noon.	
Wednesday, 15th May—Second Annual General Meeting of Java Consolidated Rubber and Coffee Estates, Ltd., at No. 10, Canton Rd., Shanghai, 4 P.M.	
<hr/>	
PASSED THE CANAL.	
April 9th—Aki Maru, Ambria, Bayern, Dunbeck, Gleneck, Hyson, Perseus, Seneca, Spuria, Syria, India, 12th April—Benvorlich, Bulow, Ernest Simon, Meimam, York, Africa, 16th—Iyo Maru, Annam, Atreus, Prometheus, Badenia, Kina, 16th—Denlaric, Denbighshire, Memnon, Nore, Pera, Tournare, 23rd Bengtloe, Bentomond, Dardanus, Granangorraine, Jason, Pak Ling, Patricia, Peleus, Preussen, Vladimir, 26th Goeben, Jeueric, Mishima Maru, Nero, Prinzess Alice, Afghan Prince, Suevia, 30th—Bloemfontein, Brasilia, Hirano Maru, Teekhai, Alesia, Ndeus, 3rd Ajax, Australian, Monmouthshire, Nubia, Simla, Tranguebar.	
<hr/>	
ARRIVALS AT HOME.	
May 3rd—Meinam, Memnon, Mishima Maru, Kina.	
<hr/>	
WITH DOG AND GUN IN THE NEW TERRITORY.	
BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form	
PRICE ONE DOLLAR.	
Hongkong, 29th October, 1910	

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"How to Decorate Your Home." Write today for this beautifully-illustrated pamphlet, showing in colour how to artistically decorate every room in the house. Post free from the Sole Agents—

WILLIAM C. JACK & CO. LTD.

VESSELS EXPEDITED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia* left San Francisco on the 16th April, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 7th May.

The T.K.K. str. *Nippon Maru* sailed from Honolulu on the 23rd April for Hongkong, and is expected to arrive at this port on the 14th May.

The T.K.K. str. *Tenyo Maru* sailed from San Francisco on the 24th April for Hongkong, and is expected to arrive at this port on the 25th May.

The P.M. str. *Pereia* left San Francisco on the 4th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, and Shanghai, and is due to arrive at this port on the 1st June.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 4th May, at 9 a.m., and may be expected here on or about the 27th May.

THE ENGLISH MAIL.

The P. & O. str. *Devanha* left Singapore for this port on the 4th May, at 9 a.m., with the outward English mails, and is due here on the 8th May, at about 4 p.m.

THE MERCHANTS STEAMERS.

The N.Y.K. str. *Iyo Maru* (European Line) left Singapore for this port on the 2nd May, and is expected here on the 8th May.

The P. & O. str. *Sigismund* left Singapore for this port on the 3rd May, at 8.30 a.m., and is due here on the 8th May, at about 8 a.m.

The Apær str. *Arratoon Apær* from Calcutta left Singapore on the 3rd May, p.m., and may be expected here on or about the 9th May.

The str. *Potocava* left Singapore for this port on the 3rd May, and may be expected here on or about the 9th May.

The "Mogul" Line str. *Lothian* left United Kingdom on the 13th ult. for Hongkong via the Straits.

The Russian str. *Peter Berg* left Vladivostock via Moji on the 30th April for this port, and is due to arrive here on or about the 10th May.

The str. *Gleneas* passed the Suez Canal on the 2th April, and is due here on or about 11th May.

The T.K.K. str. *Hongkong Maru* sailing from Callao on the 27th inst. for Hongkong, and is expected to arrive at this port on the 14th May.

The str. *Ceylon* left Suez on the 22nd April, and is expected to arrive here on or about the 20th May.

INDO-CHINA STEAM NAVIGATION CO., LTD. *Suisang*, from Calcutta, is due in Hongkong 7th May.

SHIRE LINE.

Monmouthshire, from London, is due in Hongkong 3rd June.

BRITISH INDIA STEAM NAVIGATION CO., LTD. *Fazila*, from Rangoon, is due in Hongkong 7th May.

The str. *Maitra* is due here on the 28th from Japan, and leaves on the 29th for Rangoon via the Straits.

LATEST STEAMER MOVEMENTS.

The O.S.K. str. *Seattle Maru* from Tacoma will leave Manila for this port on the 8th May, and arrive here on the 12th May (2 days later than scheduled).

The Silk ex O.S.K. str. *Chicago Maru*, which left Hongkong on the 21st March, was delivered in New York on the 25th April, a.m.

The P.M. str. *Mongolia* from San Francisco, and is due to arrive at Hongkong on the 8th May, between 6 and 8 a.m.

The str. *Zafiro* left Manila on the 4th May, and is due here on or about 7th May, at daylight.

The I.G.M. str. *Goeben*, carrying the German mails with dates from Berlin left Colombo on the 5th May, a.m., and may be expected here on or about the 16th May, a.m.

The C.P.R. str. *Montague* left Vancouver, B.C., for Hongkong (via usual port of call) on the 2nd May, a.m.

A wireless message from the R.M.S. *Empress of India*, which left Hongkong on the 20th April and Yokohama on the 30th April, has been received at the Yokohama Office of the C.P.R. The message was despatched at 10 p.m., on Saturday, the 4th inst., when the vessel was 1,550 miles distant from Japan, the Commander advising all well.

VISITORS TO CANTON

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SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 4TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.

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